

The
Great Northern
Railway

ONLY ROUTE TO
MANITOBA

and the
GREAT
NORTH WEST



Taken from a Photograph.

CANADIAN PACIFIC RAILWAY.

GENERAL CHARACTER OF THE COUNTRY TRAVERSED.

The road east of Lake Nipissing traverses in greater part an old and well developed country, and commands the immense lumber traffic of the upper Ottawa Valley.

From Callander westward, and throughout the whole of the Lake Superior section to Winnipeg, the line runs through many forests of valuable timber, and mineral lands abounding in iron and copper.

The railway between Winnipeg and the foot hills of the Rocky Mountains, 900 miles long, traverses one of the finest agricultural regions in the world, the settlement of which has been hitherto impeded by the want of railway facilities, but is now making remarkable progress. In this district nearly the entire Land Grant of the Company is located. The country is a gently undulating prairie well watered throughout, and requiring no irrigation anywhere. The soil is uniformly deep and rich, and fully equal to that of the best agricultural lands in any part of North America.

Wood, while not abundant on the prairies, exists generally in sufficient quantities to meet the wants of settlers for some time to come.

Coal is found to underlie most of the southern and western portions of the prairie section, to the extent of at least 40,000 square miles. A full description of the coal areas will be found on another page.

That part of the western section of the line between the Rocky and the Cascade Mountains has not been thoroughly explored for minerals; but anthracite, as well as bituminous coal, is known to exist there, and there is every evidence of the existence of precious metals.

On the Pacific Slope there are immense forests of Douglas pine and other most valuable timber, the manufacture and exportation of which have already created an important industry.

Very near the Pacific terminus there are extensive coal-fields, in which mines have been opened, affording the chief source of coal supply for the cities of the Pacific coast as far south as San Francisco.

Westward from Winnipeg, the climate moderates to such an extent that on the great plain along the eastern base of the Rocky Mountains, which has already become famous as a grazing region, no shelter is required for cattle during the winter.

The Pacific terminus on the main line is on Burrard Inlet, one of the best harbors on the coast, combining the advantages of accessibility, great capacity, and safe anchorage for the largest ocean vessels.

Northwestward along the coast, for a distance of more than 500 miles from Burrard Inlet, there is sheltered navigation, safe for the smallest craft; and there is interior navigation southward for 150 miles through Puget's Sound. This entire coast, abounding as it does in mineral wealth and other natural resources, containing much fine agricultural and grazing land, and having a mild and healthful climate at all seasons of the year, must develop with great rapidity when it is made easily accessible by means of the railway.

CANADIAN PACIFIC RAILWAY.

ADVANTAGES OF THE CANADIAN PACIFIC AS A THROUGH LINE.

It is worthy of note that the distance from New York to San Francisco, by the shortest railway line through the United States, is 3,331 miles; while by the Canadian Pacific Railway, from Montreal to Port Moody (its Pacific terminus), it will be only 2,870 miles, and from New York, via Brockville and the Canadian Pacific Railway, it will be 3,127 miles; and that the distance by the shortest line in the United States—from Chicago to San Francisco—is 2,408 miles, while from Chicago to Port Moody, by the way of St. Paul and Winnipeg and the Canadian Pacific Railway, it will be 2,342 miles.

Considering the direction taken by the steamships on the Atlantic and Pacific Oceans, and the shortness of the Company's line across the continent, its completion will very materially shorten the time occupied in the journey between the ports of China and Japan and those of Europe; and with its advantages in distance, in light grades, and in the use of its own railway from seaboard to seaboard, the Canadian Pacific Railway will certainly be in a position to command its full share of the trans-Pacific traffic, as well as that of an extensive section of the Pacific coast.

CLIMATE.

The climate is very favorable to the raising of grain and root crops. The spring commences early in April, and the weather, with very little exception, continues fine and dry till the latter part of May. From that time till the end of June it is generally wet, but July, August and September, with the exception of occasional thunder showers, are beautiful months, the weather being warm and pleasant. October is frequently one of the most delightful months of the year. Winter commences in November, sometimes in the early part of the month, sometimes later, and lasts until March. The atmosphere is very bright and dry, and the cold, although severe at times, is not so much felt as in the more southern and eastern parts of the continent, owing to the extreme dryness of the atmosphere. The mean winter temperature is almost precisely the same as that of St. Paul and Montreal, and very little snow falls on the prairies, the average depth being about eight to ten inches.

Manitoba and the Northwest Territories of Canada are officially declared to be "among the absolutely healthiest countries on the globe, and most pleasant to live in. Epidemic diseases are unknown. There is no malaria."

SOIL.

The soil is generally a rich, deep, black mould or loam, resting on a deep and very tenacious clay subsoil, the depth of the loam ranging from two to four feet. An analysis by Dr. Macadam, of Edinburgh, pronounces it very rich in organic substance, containing the full amount of saline fertilizing matters usually found in all soils of a good bearing quality, and specially adapted to the growth of wheat, oats, barley, root crops and grasses.

CANADIAN PACIFIC RAILWAY.

Soil—Continued.

Prof. Hy. Tanner, senior member of the Royal Agricultural College of England, in a report on his recent visit to the Northwest, says with regard to its capabilities:

"It would be difficult to imagine the growth of luxuriant crops under more simple conditions of tillage than those which are here practised. Here wheat lands are available which even the bitterest opponent of Canada must admit are unsurpassed in the world."

WOOD.

Wood for building and fencing purposes is a matter of great importance in a prairie country, and in this respect the Canadian Northwest is peculiarly favored.

Although there are sections where wood is scarce; as a general rule there is a well regulated supply throughout the country. The plains abound with wood in clumps; and in other parts there are tracts of forest so evenly interspersed that farmers can generally obtain a good wood lot in close proximity to their farms, besides which the banks of the numerous rivers are invariably lined with wood.

Elder, oak, elm, maple, basswood, cottonwood, poplar, willow, white and red cedar, birch, spruce, tamarack, cherry, balsam, ash, pine and other varieties are found. The railway has now entered the forests of the Rocky Mountains, which contain some of the finest timber in the world—sufficient to supply the prairie region of the Northwest with lumber for all time. This, coupled with the development of the coal district, will insure a plentiful supply of cheap fuel and timber.

FUEL SUPPLY.

This important question, about which some anxiety existed, has been most satisfactorily set at rest by the discovery of extensive coal seams during the past year. It has been determined, on undoubted authority, that there is sufficient coal, easy of access, in the Northwest to supply the wants of settlers for generations to come.

The following extract from a report of George M. Dawson, D.S., F.G.S., Assistant Director, Geological Survey of Canada, on the subject of the

Coal and Lignites.

of the Canadian Northwest, will be read with interest. In notes on the more important coal seams of the Low and Belly River District, he says:

"The occurrence of workable coal seams at several different horizons, and the proved continuity of some of them over great areas, guarantees an abundant supply of fuel in this district. The quality of some of the fuels is such as to render them suitable for transport to a distance, and it is doubtless on this belt of coal-bearing rocks in the vicinity of the mountains that the railways of the Northwest will draw largely for their supply."

CANADIAN PACIFIC RAILWAY.

Fuel Supply—Continued.

The quantity of coal already proved to exist is very great. Approximate estimates underlying a square mile of country in several localities have been made, with the following results:—

Main Seam, in vicinity of Coal Banks, Belly River. Coal underlying one square mile, 5,500,000 tons.

Grassy Island, Bow River (continuation of Belly River Main Seam). Coal underlying one square mile, over 5,000,000 tons.

Horse-shoe Bend, Bow River. Coal underlying one square mile, 4,900,000 tons.

Blackfoot Crossing. Workable coal seam as exposed on Bow River. Underlying one square mile, 9,000,000 tons.

EXTENSION OF COAL-BEARING REGION TO THE NORTH AND WEST.

As above stated, the coal-bearing rocks developed so extensively on the Bow and Belly Rivers and their tributaries are known to extend far to the north and west, though, up to the present time, it has been impossible to examine them at more than a few points.

On the North Saskatchewan several seams of lignite-coal, resembling those of the Souris River region, outcrop at Edmonton. The most important is about six feet in thickness, and has been worked to some extent for local purposes. Thirty miles above Edmonton a much more important coal seam occurs. This, as described by Dr. Selwyn (Report of 1873-74), has a thickness of eighteen to twenty feet. It is of excellent quality, and much resembles the "Coal Banks" coal from the Bow River.

Large seams are exposed at many other places in this part of the country. Several are reported of considerable thickness on the Brazeau, a tributary of the Saskatchewan. On the North Pembina River, a tributary of the Athabasca, about fifty-six miles west of Edmonton, a seam eight feet thick is said to outcrop.

South Saskatchewan District.

Eastward from the Bow and Belly district, the first known important locality is in the vicinity of Medicine Hat, on the South Saskatchewan.

Exposures of the Medicine Hat seam are found to occur on nearly every bend of the river from a point about thirty miles below the junction of the Bow and Belly Rivers to Medicine Hat. The seam is, however, more variable in thickness and character than many in this part of the Northwest, and at two places on the river, scarcely a mile apart, changes from two feet in thickness of shaly, impure lignite; to six feet of very fair lignite-coal. An exposure about ten miles above Medicine Hat showed two seams, four feet six inches and four feet respectively in thickness. Three miles above Medicine Hat the coal is again well shown in the side of the river valley at a height of about eighty feet above the water-level, with a thickness of four feet.

In the Cypress Hills several seams are known, but have not yet been geologically examined.

CANADIAN PACIFIC RAILWAY.

Fuel Supply—Continued.

Souris District.

East of this point, and south of the line of the Canadian Pacific Railway, beds of lignite of varying thickness and quality, but likely, in several instances, to become important as sources of supply of fuel for local purposes, occur. Of this district the portion situated nearest to Manitoba, and therefore likely to be of the greatest immediate importance, is that on the Souris River. The measures are here almost perfectly horizontal, and the valley having been cut out to a great depth, the lignite seams are exposed very favorably for working. The thickest bed here found is a little over seven feet. In 1880, Dr. Selwyn effected a series of borings in this region for the purpose of more fully defining the extent of the seams. In his report the following general statement is made:

'It may be assumed that there are in this region, above the level of the Souris River, at least eight feet of available lignite-coal for an area of not less than 128 square miles. This would give 7,136,864 tons to the square mile, calculating the cubic foot at only 64 lbs.'

While, therefore, these fuels of the Souris hold a distinctly inferior place to those which have been previously described as occurring nearer to the Rocky Mountains, they closely resemble those of the Saatz-Teplitz basin of Bohemia, and other places in Europe, where similar fuels have given rise to considerable industrial centres; and they must have at least a great local value as fuels for those settlements which are growing up in their immediate vicinity."

Mines are now being worked on the Bow River and at Medicine Hat on the Saskatchewan, and preparations are being made to work mines at Moose Jaw and other points in the immediate vicinity. Coal has already been transported from the two first mentioned mines to Winnipeg, which has reduced the price previously paid fully 50 per cent.

PRODUCTIONS OF THE CANADIAN NORTHWEST.

The average wheat crop of Manitoba and the Canadian Northwest is 33 per cent. greater than the average returns from the best of the American wheat-growing States. The official returns for the season of 1881, as published by Bradstreet, show that the total production of wheat in the United States and Territories was 368,972,000 bushels, a little more than half the crop which may be produced on the lands of the Canadian Pacific Railway in a year. According to the same authority the average yield per acre in the principal American wheat-producing States was as follows: Illinois, 7.5 bushels per acre; Ohio, 12.8; Michigan, 10.5; Minnesota, 17, and none over 25 bushels per acre. Official reports from stations on the line of the Canadian Pacific Railway and from other points in Manitoba, and the report of the Minister of Agriculture, show the average yield of wheat for 1881 to have been 30 bushels to the acre. For the same season, and in the same Territory, the average yield of barley was 38 bushels, and of oats 45 bushels per acre.

Ploughing commences in April. Seeding in April and May. Harvest in August.

CANADIAN PACIFIC RAILWAY.

Productions of the Canadian Northwest—Continued.

A fair crop of wheat, oats, or potatoes can be had from land newly broken.

The land will not bear manure for several years after breaking—it is too rich.

The following statement shows the average yield per acre in Manitoba of the several under-mentioned crops, compiled from the returns made to the Department of Agriculture, and compares the same with the yield in some of the principal agricultural States in the Union :

WHEAT—average yield per acre.

Manitoba.....	30 bushels.	Pennsylvania.....	15 bushels.
Minnesota.....	17 “	Massachusetts.....	16 “
Wisconsin.....	14 bushels.		

BARLEY—average yield per acre.

Manitoba.....	38 bushels.	Iowa.....	22 bushels.
Minnesota.....	25 “	Ohio.....	19 “
Wisconsin.....	20 “	Indiana.....	19 “
Illinois.....	17 bushels.		

OATS—average yield per acre.

Manitoba.....	45 bushels.	Iowa.....	28 bushels.
Minnesota.....	37 “	Ohio.....	23 “

THE SYSTEM OF SURVEY.

The Canadian Northwest is laid off in townships six miles square, containing thirty-six sections of 640 acres each, which are again sub-divided into quarter sections of 160 acres. A road allowance, having a width of one chain, is provided for on each section-line running north and south, and on every alternate section-line running east and west. The following diagram shows a township with the sections numbered :—

ations numbered : —

N

2

31	32	33	34	35	36
30	29	28	27	26	25
19	20	21	22	23	24
18	17	16	15	14	13
7	8	9	10	11	12
6	5	4	3	2	1

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The sections are apportioned as follows :

OPEN FOR HOMESTEAD AND PRE-EMPTIONS.—Nos. 2, 4, 6, 10, 12, 14, 16, 18, 20, 22, 24, 28, 30, 32, 34, 36.

CANADIAN PACIFIC RAILWAY SECTIONS.—Nos. 1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35.

Nos. 1, 9, 13, 21, 25, 33 along the main line, Winnipeg to Moose Jaw, sold to Canada Northwest Land Company, the balance of their lands being in Southern Manitoba.

SCHOOL SECTIONS.—Nos. 11, 29 (reserved by Government solely for school purposes).

HUDSON'S BAY SECTIONS.—Nos. 8 and 26.

PROFITS OF FARMING.

In the following calculations every care has been taken not to over-estimate what can be done with care, perseverance and energy:

On a capital of £150 to commence with, including expenditure of settler with family of say five, for provisions for one year, and in purchasing a yoke of oxen, cow, plough and harrow, wagon, implements, cook-stove, furniture, sundries, etc., the outlay for the first year will be £149.

At the end of the year he will have a comfortable log house, barn, etc., cattle, implements, and say twenty acres of land broken, ready for seed.

Each succeeding year will show a gross result as follows:

Second year, 20 acres—600 bushels grain.....	£96
Third year, 40 " 1200 " "	192
Fourth year, 70 " 2100 " "	336
Fifth year, 100 " 3000 " "	480

Less expenditure during the four years, say..... £1104
395

Net profit at end of fifth year, besides living £709

At the end of the fifth year he will stand as follows:

Cash or its equivalent on hand.....	£709
One hundred and sixty acres of land increased in value to at least \$5 per acre.....	160
House and barn (low appraisal).....	50
Stock, including cattle and horses.....	120
Machinery and farm implements, 50 per cent. of cost, say...	40
Furniture, etc.....	30

To credit of farm..... £1109

From the above is to be deducted the price paid for the land, which will leave a handsome profit at the end of five years' residence. Many settlers have succeeded well on homesteads with less than £100 capital.

YIELD OF CROPS PER ACRE.

Wheat.....	30 bushels—weight, 62 to 66 pounds.
Oats.....	45 " " 40 "
Barley.....	38 " " 50 "
Potatoes.....	350 "
Turnips.....	1000 "
Carrots.....	300 "
Onions.....	270 "

QUALITY OF GRAIN.

The following certificate speaks for itself:

Certificate from the President of the Corn Exchange, Montreal, as to the excellent quality of Manitoba grain.

"Montreal, Jan. 17, 1882.

"I have examined samples of grain grown in Manitoba, submitted by Alexander Begg, of the Canadian Pacific Railway.

"The sample of Fife wheat is specially good, as also No. 1 Hard, which is the quality of wheat now so much sought after by millers.

"The barley, white and black oats, peas and beans shown, are all of very superior quality, and would command very high prices in this market.

"A. MITCHELL,

"President Corn Exchange Association, Montreal."

Manitoba Hard wheat is well known to be the finest in the world.

FRUITS AND VEGETABLES.

Strawberries, raspberries, whortleberries (blueberries), currants, gooseberries, several varieties of apples and small fruits, do equally well in Manitoba; and turnips, beets, pumpkin, squash, citron, cabbage, egg-plant, cucumbers, celery, carrots, tomatoes, potatoes, onions, and in fact, all garden products, reach a perfection in Manitoba quite unknown in other and less favored localities. All vegetables are prolific and yield abundantly, as may be seen by the following instances, the correctness of which can be vouched for at any time by numerous farmers resident in the country:

Fruits and Vegetables—Continued.

Turnips, 30 pounds each, common weight 12 pounds; squash, 5½ feet round the centre; carrots, 11 pounds each; citron, 18 pounds each; onions, 1½ pounds each; mangel-wurzel, 27 pounds each; beets, 23 pounds each; cabbages, 49 pounds each.

WATER.

The numerous lakes, rivers, streams and springs supply an abundance of the best water; and where the settler cannot reach these there is no difficulty in getting a supply by boring. Where it is found necessary to dig for water it can generally be found at a distance of from twelve to twenty feet.

STOCK RAISING.

The Canadian Northwest is destined to be one of the leading stock raising countries in the world.

The prairie hay has already become famous and its nutritious qualities acknowledged on all sides. The eastern base of the Rocky Mountains, and the Peace River District especially, will become great fields for graziers to carry on an immense business in cattle, the wild grass in those localities being even of better quality than that found on the plains. The climate here is particularly well adapted to stock raising, as cattle remain out all winter and feed themselves.

Cattle raising is already being prosecuted on a large scale in certain portions of the Northwest Territory, the Marquis of Lorne, late Governor-General of the Dominion of Canada, having on his recent tour through the country reported several large droves between Edmonton and the Rocky Mountains, and one drove numbering 7000 head at Fort Calgary, the terminus of the prairie section of the Canadian Pacific Railway. Some of the ranches at the eastern base of the Rocky Mountains have as many as 15,000 to 20,000 head of cattle, and the business is yearly increasing. Cattle raisers who have in the past wintered their herds south of the boundary line are now driving them into the Northwest Territory, where the grasses are more nutritious, and the water, which abounds everywhere, remarkably pure. A very prominent feature of the cattle ranges of the Canadian Northwest is the fact that very little snow falls, thus allowing cattle to graze through the winter. Recently a good deal of stock of approved breeds has been brought into Manitoba, and, as it has flourished as well as native stock, fancy stock breeding will in the future be among the most remunerative pursuits.

There are between forty and fifty different varieties of grasses, sedges and legumes in the Northwestern prairies, and the first point a farmer would note about them is the abundance of the foliage of nearly all the species. While the grasses of Eastern Canada are nearly all culm or stem, having most of them only one, two or three leaves, most of the Northwestern grasses have from ten to twenty leaves. Of course this is an extremely valuable feature in grass, as the leaves are more easily digested than the culms.

Although it is now more than forty years since sheep raising was first introduced in the neighborhood of the Red River, these animals have never been attacked by disease. Fleeces from sheep grown in Manitoba are, as a rule, heavy. The freedom from disease, which is doubtless due to a great extent to the dry atmosphere, is accountable for this. Sheep thrive equally well all through the Canadian Northwest. The raising of horses and cattle will undoubtedly prove one of the chief industries.

APPROACHING THE ROCKY MOUNTAINS—BOW RIVER.



(Engraved from a Photograph.)

HUNTING AND FISHING.

Fish and game are plentiful throughout the Province of Manitoba and the Canadian Northwest. The Lake of the Woods, Lake Winnipeg, Lake Manitoba, Lake Deception, Shoal Lake and the innumerable streams which feed them, the Bow and Belly Rivers, Assiniboine, Saskatchewan, Nelson, Souris, and other rivers, together with their feeders, are alive with fish, including whitefish, pickerel, pike, sturgeon, rock bass, black bass, perch, etc., etc. The whole country from Lake Superior to the Pacific Ocean is the abode of game of all descriptions: prairie chicken, duck of all varieties, wild geese, crane, snipe, partridge. Buffalo, cariboo, moose, elk, deer and antelope are found in different localities. Large game abounds in many places west and northwest of Winnipeg.

MARKETS.

A very important question to the farmer is the distance from the farm to a market for his produce. This question, so far as it relates to the Canadian Northwest, the Canadian Pacific Railway Company, are solving by the erection of elevators at different points on the line of the road, thereby assuring to the producer a permanent market for grain where he may always receive the highest market price. The stations along the line are at easy distances, the average at present being from seven to ten miles apart; and as each station rapidly becomes a centre of trade for the surrounding country, it will readily be seen how happily situated settlers are for easy access to markets. The rapid construction of railways and other public works, as well as the great influx of population taking place, will for years create a large home market; and the facilities for transport by water and rail—equal, if not superior, to those of the Western States of America—will, combined with the very much larger yield of crops, place the farmers of the Canadian Northwest in an exceptionally good position in regard to markets for their produce.

LAND AGENCIES.

For the guidance of settlers desirous of purchasing lands, the Main Line Belt has been divided into Agencies, within the limits of which land can be purchased from the Agents of the Company at the stations hereinafter indicated.

AGENCIES.

CARBERRY.—All lands in main line belt, ranges 11 to 15 (inclusive) west of first meridian.

BRANDON.—All lands in main line belt, ranges 16 to 23 (inclusive) west of first meridian.

VIRDEN.—All lands in main line belt, ranges 24 to 28 (inclusive), excepting townships 14, 15, 16, west of first meridian.

MOOSOMIN.—All lands in main line belt, ranges 28 (part of) to 33 (inclusive) west of first meridian.

BROADVIEW.—All lands in main line belt, ranges 1 to 7 (inclusive) west of second meridian.

WOLSELEY.—All lands in main line belt, ranges 8 to 13 (inclusive) west of second meridian.

REGINA.—All lands in main line belt, ranges 14 to 23 (inclusive) west of second meridian.

MOOSEJAW.—All lands in main line belt, range 24 west of second meridian to range 10 west of third meridian.

Land Agencies—Continued.

SWIFT CURRENT.—All lands in main line belt, ranges 11 to 20 west of third meridian.

MAPLE CREEK.—All lands in main line belt, range 20 west of third meridian to fourth meridian.

MEDICINE HAT.—All lands in main line belt, from fourth meridian to range 10 west of fourth meridian.

CROWFOOT.—All lands in main line belt, ranges 11 to 20 west of fourth meridian.

CALGARY.—All lands in main line belt, range 20 west of fourth meridian to summit of Rocky Mountains.

LAND OFFICES.

The Land Offices for the Agencies in the order in which they are given, together with their distances from Winnipeg, are: Carberry, 106 miles; Brandon, 133 miles; Virden, 180 miles; Moosomin, 219 miles; Broadview, 264 miles; Wolseley, 295 miles; Regina, 357 miles; Moosejaw, 398 miles; Swift Current, 511 miles; Maple Creek, 597 miles; Medicine Hat, 660 miles; Crowfoot, 766 miles; Calgary, 839 miles: the first three being in the province of Manitoba, the remainder in the Provinces of Assiniboia and Alberta. The business of the Swift Current and Medicine Hat Agencies is for the present being attended to by the Agent at Maple Creek, and that of Crowfoot Agency by the Agent at Calgary.

The Agents at the Land Offices have for free distribution maps showing the lands open for sale, and those already disposed of, plans of the town plots, and pamphlets giving descriptive notes of the lands within their agencies.

LAND GUIDES.

The Government have established Intelligence Offices at various points along the line, in charge of officers, who will give the fullest information regarding homestead lands. Attached to these offices are Land Guides, whose services are always available gratuitously for locating those in search of homesteads.

Settlers arriving in Winnipeg should, before going West, call at the Land Department of the Company, the office of which is located in the station. There they can ascertain what lands are open for homesteads, and the location of the Government Intelligence Offices.

J. H. McTAVISH,

Land Commissioner, C. P. R'y, Winnipeg.

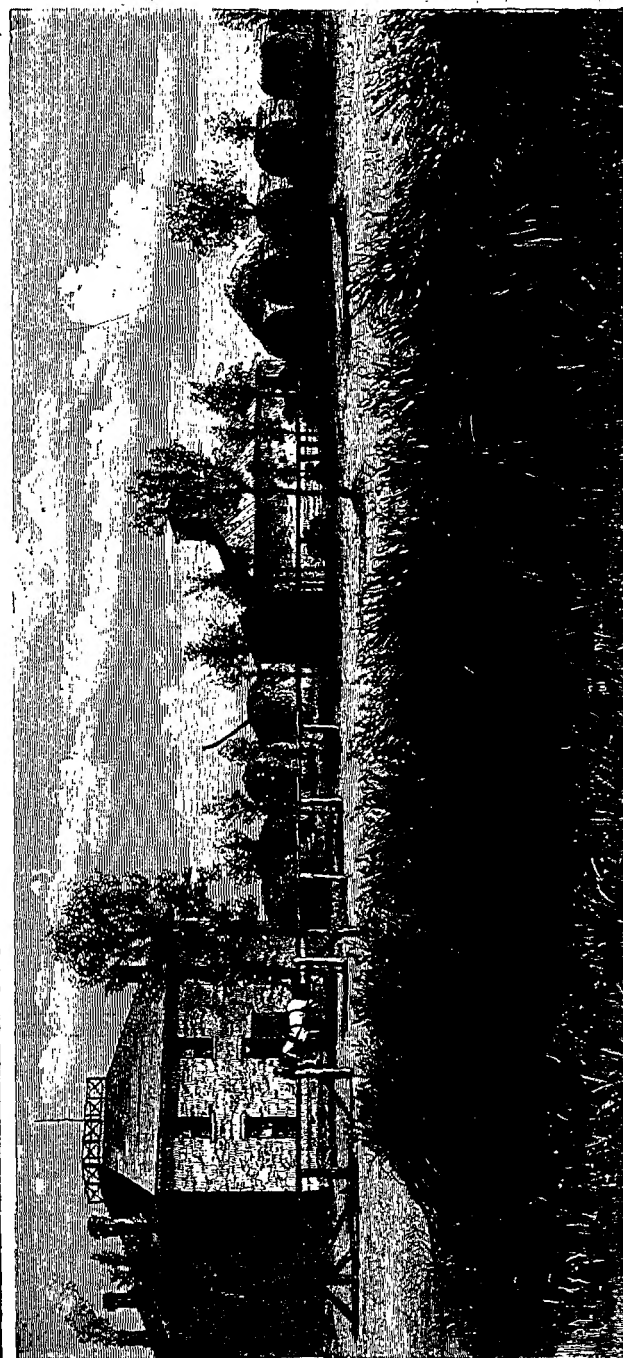
THE QU'APPELLE VALLEY FARMING CO.,

Commonly called the "Bell Farm," organized in 1882, had under crop in 1883 4000 acres, which yielded an average of 22 bushels of wheat per acre from the sod, i.e., without backsetting. The great success which has attended the operations on this farm illustrates the facility with which wheat can be grown in the Canadian Northwest.

The Company are preparing to put under crop 10,000 acres during the season of 1884. Ten thousand bushels of this year's crop were sold to eastern buyers and yielded a handsome profit.

"BELL FARM."

INDIAN HEAD STATION, CANADIAN PACIFIC RAILWAY, 74½ miles west of Port Arthur.



This illustration was engraved from a photograph taken upon the "Farm."

Cities, Towns, and Villages on the Main Line of the Canadian Pacific Railway.

As the construction of the Railway has progressed through the Fertile Belt of the Canadian Northwest towns and villages have sprung up as if by magic, and no sooner was a railway station located than it formed the centre of a group of stores and dwellings which rapidly developed into towns of considerable importance.

The following description of a few of the chief towns along the main line, between Lake Superior and the foot of the Rocky Mountains, will be read with interest:

PORT ARTHUR, formerly known as Prince Arthur's Landing, is at the head of Thunder Bay, and was first settled about 1867. The town is prettily situated on rising ground overlooking the Bay, which is a fine open harbor and has in view the dark cliffs of Thunder Cape and Pie Island. Since the opening of the Lake Superior Section of the Canadian Pacific Railway, it has assumed particular importance from being the connecting point between the railway system of the Northwest and the inland water route of Canada *via* the great lakes. Extensive docks have lately been erected by private parties, which afford accommodation for a considerable extent of shipping, and the Company is building docks and elevators for grain. Port Arthur, from its position, must become the most important place of transhipment on Lake Superior for traffic carried by way of the lakes. It has a population of 2000 and is marked by much enterprise.

FORT WILLIAM, about six miles from Port Arthur, is situated at the mouth of the Kaministiquia River, and is destined to become a most important commercial centre. Fort William has been, and from its position will continue to be, used to a large extent by the Canadian Pacific Railway Company as a distributing point for the immense quantities of coal, lumber and other heavy supplies passing over the road. The scenery along the Kaministiquia, with its numerous picturesque waterfalls, is superb, and this, with the excellent fishing and shooting to be obtained in the neighborhood, and the invigorating breezes from Lake Superior, will make Fort William a favorite resort with tourists and health seekers.

RAT PORTAGE, situated about 135 miles east of Winnipeg, stands at the north end of the Lake of the Woods, on the strip of land lying between that lake and a bay of Winnipeg River. The scenery is enchanting; thousands of islands, quiet bays, falls and rapids serve to make up a picture not easily forgotten. It is the mining head centre of the district. Forty million feet of lumber per annum are manufactured at this point, and Rat Portage being possessed of an unlimited water power, will in time assert its position as one of the largest manufacturing centres on the continent.

WINNIPEG is the capital of Manitoba and the commercial capital of the Northwest. It is the great distributing point for all of the country between the Red River and the Rocky Mountains. In 1870 it was a hamlet with a population of 250 souls. In 1874 it was incorporated as a city, with an assessment roll of \$2,076,018; in 1882 it could boast of 25,000 inhabitants and an assessment of \$30,432,270, and its population is now about 30,000. It has broad and well laid out streets, lined with handsome stores and warehouses, private residences and public buildings. The city is lighted by electricity and gas, street railways are in operation, a fire brigade has been organized, and all the advantages and conveniences of an old-established city are enjoyed by its inhabitants. The offices and plant of the Western Division of the Canadian Pacific Railway Company are situated in Winnipeg, and a fine station has been built.

PORTAGE LA PRAIRIE.—This town is well known as being the centre of the richest plain for the growth of cereals in Manitoba. Several industries have been successfully started, viz.: paper mills, biscuit factory, flour and oatmeal mills, etc. The population now numbers over 3000. The Manitoba and Northwestern Railway have their head-quarters and eastern terminus at this point.

CARBERRY, the county town of Norfolk, is in the centre of the wheat-growing area known as the "Beautiful Plains." Grain to the extent of over 300,000 bushels was shipped from this point last season. The population is now over 300. The first building was erected a little over a year ago.

Cities, Towns and Villages—Continued.

BRANDON.—The city of Brandon is located at the crossing of the Assiniboine River. It is the market town for the country north to Minnedosa and south to the Turtle Mountains. Four large elevators have been erected this year in expectation of the large amount of grain that will flow to this point. Its growth is simply marvellous; a little over two years old, it can boast of a wealth of public and private buildings that would grace any city. Population over 3000.

VIRDEN, about 50 miles west of Brandon, is well supplied with churches, stores, hotels and public buildings. Its growth since the town plot was surveyed, about a year ago, has been steady, and its trade is increasing rapidly.

MOOSOMIN.—The fact of the Fort Ellice and Moose Mountain trails starting from this point has been sufficient to establish a good town. It has an enormous wealth of country to support it, and must continue to advance as rapidly as it has done in the past. Population 300.

BROADVIEW is prettily situated at the head of Weed Lake. The establishment of the repair shops of the Railway gave the place a standing, and it has continued to advance rapidly up to the present. Population about 400.

INDIAN HEAD. On the main line, 312 miles west of Winnipeg. The headquarters of the justly celebrated "Bell Farm," and of the Indian Agency for the Qu'Appelle district. With a charming situation, excellent natural drainage, the largest and finest brick hotel in the Northwest, and enterprising merchants, Indian Head must soon rank among the largest towns along the line. The Fishing Lakes on the Qu'Appelle eight miles north, and the beautiful lake six miles south, offer special attractions as summer resorts.

QU'APPELLE, situated south of the Fort bearing that name, is a flourishing town. The stage for Prince Albert and northern points starts from here. The streets are laid out through groves of poplar, which add much to the beauty of the town. The Government Immigration Buildings are erected here.

REGINA, the capital of Assiniboia, headquarters of the Mounted Police and Indian Offices, is the centre of the largest block of wheat-growing land in the Northwest. It has miles of graded streets, the largest and best constructed reservoir in the Northwest, and is bound at no distant day to become a large city.

MOOSEJAW.—The growth of Moosejaw this summer has been a surprise, even to those who are accustomed to see cities born in a day. Its handsome edifices, well laid out streets and avenues, and its charming situation at the junction of two rivers, hold out great hopes for its future prosperity.

MEDICINE HAT. A stirring town at the crossing of the Saskatchewan. Here the citizens and Railway Company seem to have vied with each other in rushing up substantial buildings. It is the centre of a coal mining district; the coal from the mines being shipped to Winnipeg, Brandon and other towns on the line. The mammoth railway bridge spanning the Saskatchewan is one of the leading features of the place.

CALGARY, the most westerly town as yet on the Railway, is renowned far and wide for its beauty. With noble rivers of sparkling, clear water running from the Rocky Mountains in the background, the inhabitants can well boast of its natural beauties. It is the distributing point for the great cattle ranches of the west, and also of all the mining districts in the Rocky Mountains.

FOR FULL INFORMATION

Respecting the Company's lands and the best means of securing them, also as to town site lots, mining locations, lands for grazing and other purposes, together with pamphlets and guide books, apply to any of the Government Emigration Offices, or to

ALEXANDER BEGG, Gen'l Emigration Agent,

88 Cannon Street, London, E.C.

—OR TO—

JOHN H. McTAVISH, Land Commissioner, Winnipeg.

WINNIPEG, THE CAPITAL OF MANITOBA

AND THE



Commercial Capital of the Canadian Northwest.

CONDENSED FACTS FOR SETTLERS

— IN THE —

Canadian Northwest.

The time to come to the **CANADIAN NORTHWEST**, on the line of the Canadian Pacific Railroad, is in the spring or early fall.

Emigrants passing through the United States on their way to Manitoba should pack their effects in good boxes, with the name and destination of owner marked plainly on each package in *ink*—cards are liable to be rubbed off—and consign them via the **Canadian Pacific Railway**.

Make an itemized invoice of the goods, giving full description and value, and hand it to the railway or steamship company at shipping point, to be forwarded with the goods. This invoice is required by the American Customs for bonding purposes, and all goods arriving on the American border without invoices are detained by Collector of Customs until the invoice is received.

Certified invoices are not required for goods consigned to Manitoba.

The settler opening a new farm can always find plenty of work among his neighbors, after he has done his own breaking and back-setting and cut his hay. He can raise an abundance of vegetables from the sod the first year. A fair crop of oats can be raised on the sod the first year.

A good house can be built for \$250 to \$500 (£50 to £100).

Household goods, farm implements and working stock can be bought at reasonable prices at Winnipeg, Brandon, Regina, and other points along the line.

Liberal provision is made by law for schools, and in the towns and country settlements school houses and churches of the several denominations abound.

Good water abounds along the line.

The soil and climate in the Canadian Pacific Belt are particularly well adapted to the growth of wheat.

In no other section of America have there been for so many consecutive years such bountiful crops.

It is as healthy a country as there is in the world.

Immense flouring mills have been erected at Winnipeg and other points, consuming thousands of bushels of wheat per day, and the millers of Minneapolis eagerly seek for the No. 1 Hard wheat, such as is grown in the Canadian Northwest.

Reduced rates are given to settlers when moving on to their lands.

Settlers have no difficulty in finding people of their own nationality in settlements along the railway.

There is plenty of employment in this new and rapidly developing country for carpenters, blacksmiths, shoemakers, harness-makers, and workers at other trades.

The opportunities to secure good land at low prices, near the railroad and the villages, are unequalled on any other railroad in the country, while all have the benefit of the growth of the many towns and villages which are springing up everywhere.

The Canadian Pacific Railway Company run the finest class of coaches and magnificent sleeping cars on all passenger trains.

Regulations for the Sale of Land.

The completion of the Canadian Pacific Railway to the summit of the Rocky Mountains, 960 miles westward from Winnipeg, and the rapid progress made in the Government Surveys during the past season, enable the Company to offer for sale some of the finest Agricultural Lands in Manitoba and the Northwest. The lands within the Railway belt, extending 24 miles from each side of the main line, will be disposed of at prices ranging from

\$2.50 (10s. sterling) PER ACRE

upwards, with conditions requiring cultivation. Prices of lands without conditions of cultivation can be obtained from the Land Commissioner. When cultivation or settlement forms part of the consideration, a rebate for cultivation will be allowed, as hereinafter described.

These Regulations are substituted for and cancel those hitherto in force.

TERMS OF PAYMENT.

If paid for in full at time of purchase, a Deed of Conveyance of the land will be given; but the purchaser may pay one-sixth in cash, and the balance in five annual instalments with interest at six per cent. per annum, payable in advance. Payments may be made in Land Grant Bonds, which will be accepted at ten per cent. premium on their par value and accrued interest. These bonds can be obtained on application at the Bank of Montreal, Montreal, or at any of its agencies in Canada or the United States.

REBATE.

A rebate of from \$1.25 to \$3.50 (5s. to 14s. sterling) per acre, according to the price paid for the land, will be allowed on the acreage actually cropped, on the following conditions:

1. The purchaser will not be entitled to rebate unless at time of purchase he enters into an undertaking to cultivate the land.
2. One-half of the land contracted for to be brought under cultivation within four years from date of contract. In cases where purchasers do not reside continuously on the land, at least one-eighth of the whole quantity purchased shall be cultivated during each of the four years.
3. Where a purchaser fails to carry out fully the conditions as to cultivation within the time named, he will be required to pay the full purchase price on all the land contracted for. But if from causes beyond his control, proved to the satisfaction of the Company, a settler so fails, he may be allowed the rebate on the land actually cultivated during the four years, on payment of the balance due, including the full purchase price of the remainder of the land contracted for.

GENERAL CONDITIONS.

All sales are subject to the following general conditions:

1. All improvements placed upon land purchased to be maintained thereon until final payment has been made.
2. All taxes and assessments lawfully imposed upon the land or improvements to be paid by the purchaser.
3. The Company reserves from sale, under these regulations, all mineral and coal lands; and lands containing timber in quantities, stone, slate and marble quarries, lands with water-power thereon, and tracts for town sites and railway purposes.
4. Mineral, coal and timber lands and quarries, and lands controlling water-power, will be disposed of on very moderate terms to persons giving satisfactory evidence of their intention and ability to utilize the same.
5. The Company reserves the right to take without remuneration (except for the value of buildings and improvements on the required portion of land) a strip or strips of land 200 feet wide, to be used for right of way, or other railway purposes, wherever the line of the Canadian Pacific Railway, or any branch thereof, is or shall be located.

Liberal rates for settlers and their effects will be granted by the Company over its Railway.

For further particulars, apply to the Company's Land Commissioner, JOHN H. MCTAVISH, Winnipeg.

By order of the Board,

CHARLES DRINKWATER,

MONTREAL, December, 1882.

Secretary.

FREE HOMES FOR ALL!!

On Government Lands in the Canadian Northwest.

160 ACRES FREE

To each settler, with the privilege of pre-empting an additional 160 ACRES.



HOMESTEAD FARM AT KILDONAN, NEAR WINNIPEG—Engraved from a Photograph.

Full information about Government Lands and how to obtain them can be had on application to any of the following Dominion Government Agents:

LIVERPOOL—JOHN DYER, 15 Water Street.
GLASGOW—THOMAS GRAHAM, 40 St. Enoch Square.
BELFAST—CHARLES FOT, 29 Victoria Place.
DUBLIN—THOMAS CONNOLLY, Northumberland House.
BRISTOL—J. W. DOWN, Bath Bridge.

Or at the office of the High Commissioner for Canada, No. 9 VICTORIA CHAMBERS, WESTMINSTER, LONDON.

CITIES, TOWNS and VILLAGES on the EASTERN DIVISION, WITH DISTANCES BETWEEN STATIONS.

FROM MONTREAL —TO— ALGOMA.

STATIONS.	Miles.
Montreal.....	0
Hochelaga.....	2
Mile End.....	5
Sault aux Recollets.....	10
St. Martin.....	12
St. Martin Junction.....	13
Ste. Rose.....	17
Ste. Therese.....	20
St. Augustin.....	27
St. Scholastique.....	32
St. Hermas.....	37
Lachute.....	44
St. Philippe.....	49
Grenville.....	57
Calumet.....	59
Pointe au Chene.....	65
Montebello.....	74
Papineauville.....	79
North Nation Mills.....	84
Thurso.....	90
Rockland.....	91
Buckingham.....	100
L'Ange Gardien.....	104
East Templeton.....	109
Gatineau.....	114
Hull.....	118
Ottawa.....	120
Skead's.....	123
Britannia.....	126
Bell's Corners.....	129
Stittsville.....	135
Cleary's.....	139
Ashton.....	143
Appleton.....	146
Carleton Junction.....	149
Almonte.....	155
Snedden's.....	159
Pakenham.....	164
Waba Nurseries.....	170
Arnprior.....	172
Braeside.....	175
Sand Point.....	178
Castleford.....	184
Russell's.....	188
Renfrew.....	191
Haley's.....	200
Cobden.....	207
Snake River.....	213
Graham's.....	216
Govt. Road.....	219
Pembroke.....	225
Pettawawa.....	235
Chalk River.....	247
Weston.....	252
Bass Lake.....	256
Moorlake.....	263
Mackey.....	271
Rockliffe.....	275
Bissett.....	285
Deux Rivières.....	298
Klock.....	308
Mattawa.....	319
Renton.....	331
Rutherglen.....	342
Callander.....	345
Nosbonsing.....	349
Thorncliff.....	367
North Bay.....	364
Beauceage.....	375
Meadowside.....	381
Sturgeon Falls.....	388
Verner.....	399
Veuve River.....	410
Mark Stay.....	420
Stinson.....	428
Wahnapiitae.....	432
Romford.....	438
Sudbury Junction.....	444
*Algoma.....	539

MONTREAL to ST. JEROME.

STATIONS.	Miles.
Montreal.....	0
Hochelaga.....	2
Mile End.....	5
Sault aux Recollets.....	10
St. Martin.....	12
St. Martin Junction.....	13
Ste. Rose.....	17
Ste. Therese.....	20
St. Lin Junction.....	23
St. Janvier.....	30
St. Jerome.....	34

MONTREAL to ST. LIN.

STATIONS.	Miles.
Montreal.....	0
Hochelaga.....	2
Mile End.....	5
Sault aux Recollets.....	10
St. Martin.....	12
St. Martin Junction.....	13
Ste. Rose.....	17
Ste. Therese.....	20
St. Lin Junction.....	22
Mascouche.....	25
Ste. Anne.....	28
La Plaine.....	31
St. Lin.....	35

MONTREAL to ST. EUSTACHE.

STATIONS.	Miles.
Montreal.....	0
Hochelaga.....	2
Mile End.....	5
Sault aux Recollets.....	10
St. Martin.....	12
St. Martin Junction.....	13
Ste. Rose.....	17
Ste. Therese.....	20
St. Eustache.....	28

CARLETON JUNCTION —TO— BROCKVILLE.

STATIONS.	Miles.
Carleton Junction.....	0
Beckwith.....	5
Franktown.....	9
Welsh's.....	15
Smith's Falls.....	18
Story's.....	21
Irish Creek.....	25
Wolford.....	30
Bell's.....	33
Jelly's.....	35
Bellamy's.....	37
Clark's.....	39
Fairfield.....	41
Brockville.....	46

SMITH'S FALLS to PERTH.

STATIONS.	Miles.
Smith's Falls.....	0
Pike Falls.....	6
Perth.....	12

OTTAWA to AYLMER.

STATIONS.	Miles.
Ottawa.....	0
Hull.....	2
Belmont.....	4
Duchess Mills.....	7
Aylmer.....	9

CITIES, TOWNS and VILLAGES on the WESTERN DIVISION, WITH DISTANCES BETWEEN STATIONS.

FROM PORT ARTHUR (Prince Arthur's Landing). TO STEPHEN.

STATIONS.	Miles.
Port Arthur.....	0
Fort William.....	6
Murillo.....	17
Kaministiquia.....	28
Finmark.....	37
Buda.....	44
Nordland.....	55
Linkoping.....	65
Savanne.....	76
Upsala.....	86
Carlstad.....	94
Bridge River.....	104
English River.....	116
Martin.....	124
Bonheur.....	134
Falcon.....	145
Ignace.....	152
Butler.....	160
Raleigh.....	170
Tache.....	180
Brule.....	190
Wabigoon.....	202
Barclay.....	209
Oxdrift.....	221
Eagle River.....	231
Vermilion Bay.....	241
Gilbert.....	249
Parrywood.....	256
Summit.....	265
Hawk Lake.....	272
Rossland.....	289
Rat Portage.....	297
KeeWatIn.....	300
Ostersund.....	308
Kahmar.....	320
Ingolf.....	328
Cross Lake.....	334
Telford.....	338
Rennie.....	349
Darwin.....	359
Whitemouth.....	369
Shelly.....	375
Monmouth.....	383
Beausejour.....	393
Tyndall.....	400
Selkirk.....	408
Gonor.....	414
Bird's Hill.....	421
Winnipeg.....	429
Winnipeg West.....	436
Rosser.....	444
Meadows.....	451
Marquette.....	458
Reaburn.....	464
Poplar Point.....	470
High Bluff.....	478
Portage la Prairie.....	485
Burnside.....	493
Bagot.....	500
MacGregor.....	508
Austin.....	514
Sidney.....	522
Melbourne.....	528
Carberry.....	535
Sewell.....	543
Douglas.....	551
Chater.....	557
Brandon.....	562
Kenmay.....	570
Alexander.....	578
Griswold.....	587
Oak Lake.....	595

STATIONS.	Miles.
Virden.....	609
Hargrave.....	617
Elkhorn.....	626
Fleming.....	640
Moosomin.....	648
Red Jacket.....	655
Wapella.....	664
Burrows.....	672
Whitewood.....	678
Perceval.....	685
Broadview.....	693
Oakshela.....	700
Grenfell.....	708
Summerberry.....	715
Woleley.....	723
Sintaluta.....	731
Indian Head.....	741
Qu'Appelle.....	753
McLean.....	761
Balgonie.....	770
Pilot Butte.....	777
Regina.....	785
Grand Coulee.....	795
Pense.....	802
Belle Plaine.....	810
Pasqua.....	819
Moose Jaw.....	827
Boharm.....	835
Caron.....	843
Mortlach.....	852
Parkbeg.....	861
Secretan.....	872
Chaplin.....	881
Ernfold.....	890
Morse.....	900
Herbert.....	909
Rush Lake.....	918
Waldeck.....	925
Aikins.....	933
Swift Current.....	940
Leven.....	948
Goose Lake.....	958
Antelope.....	967
Gull Lake.....	975
Cypress.....	984
Sidewood.....	994
Crano Lake.....	1004
Colley.....	1015
Maple Creek.....	1026
Kincarth.....	1035
Forres.....	1044
Walsh.....	1057
Irvine.....	1067
Dunmore.....	1080
Medicine Hat.....	1089
Stair.....	1097
Bowell.....	1104
Suffield.....	1116
Langevin.....	1124
Kininville.....	1133
Tilley.....	1142
Bantry.....	1152
Cassils.....	1162
Southesk.....	1170
Lathom.....	1179
Bassano.....	1186
Crowfoot.....	1195
Cluny.....	1206
Gleichen.....	1214
Namaka.....	1223
Strathmore.....	1230
Cheadle.....	1238
Langdon.....	1248
Shepard.....	1259
Calgary.....	1268
Stephen (summit Rocky Mts.).....	1369

WINNIPEG to ST. VINCENT (International Boundary)

STATIONS.	Miles.
Winnipeg.....	0
Winnipeg Jc.....	2
St. Boniface.....	3
St. Norbert.....	12
Niverville.....	24
Otterburne.....	31
Dufrost.....	40
Arnaud.....	48
Domin'n City.....	56
Emerson.....	66
St. Vincent.....	68

WINNIPEG to W. SELKIRK.

STATIONS.	Miles.
Winnipeg.....	0
West Selkirk.....	24

WINNIPEG to MANITOU.

STATIONS.	Miles.
Winnipeg.....	0
St. James.....	4
La Salle.....	19
Osborne.....	30
Morris.....	43
Rosenfeld.....	56
Gretna.....	70
Plum Coulee.....	86
Morden.....	81
Thornhill.....	88
Darlingford.....	96
Manitou.....	102

WINNIPEG to STONEWALL.

STATIONS.	Miles.
Winnipeg.....	0
Air Line Jc.....	2
Stony Mount.....	13
Stonewall.....	20

*On Lake Huron, where connection is made with steamers running to Port Arthur.

THE CANADIAN PACIFIC

Through Rail and Water Route.

TO THE WEST.

Via Algoma and Lakes Huron and Superior.

On the opening of navigation in the Spring of 1884 the new rail and water route from Montreal to all parts of the Northwest will be opened. In comparison with the all-rail route via Chicago and St. Paul, passengers will be saved the fatigue and expense of 300 miles of travelling; and—apart from this and from the fact that the journey to Winnipeg will occupy much less time than by the rail route—it will be robbed of its monotony by a trip over the world-known inland sea,

LAKE SUPERIOR,

BY MEANS OF THE NEW

CLYDE-BUILT STEEL STEAMSHIPS

OF THE COMPANY.

Trace the Route on the Map.

MONTREAL to ALGOMA,	-	Time, 20 Hours.
ALGOMA to PORT ARTHUR,	}	Time, 30 Hours.
Canadian Pacific Steamships,		
PORT ARTHUR to WINNIPEG,	-	Time, 20 Hours.

And all points West to the Summit of the Rocky Mountains.

The rolling stock of the Company is *superior to that of any railway in America*. The Drawing Room and Sleeping Cars are operated by the Company, are all new, and are the finest in the world.

Emigrant Sleeping Cars.

A service of Sleeping Cars on the same general plan as Pullman Cars is being organized for use of emigrants, and the cars will be placed on the route next season—1884. The comfort to be derived by the emigrant from a service of this kind cannot be over-estimated. *No extra charge will be made in these cars.*

REFRESHMENT ROOMS

have been established at convenient points along the line. They are under the direct supervision of the Company; and the best meals are provided at very moderate prices. The Company are building a

FIRST-CLASS HOTEL

at Algoma, where tourists can break the journey and enjoy the beautiful scenery and invigorating breezes on the north shore of Lake Huron.

THE NEW

STEEL STEAMSHIPS

for the Lake route, between Algoma and Port Arthur, were built on the Clyde in 1883 expressly for this service, and in their construction every consideration has been given to speed, safety and comfort, special care having been taken to provide comfortable quarters for emigrants. They are named:

ATHABASCA,

ALBERTA,

ALGOMA,

and have each a gross tonnage of 1780 tons. Length, 262 feet; breadth, 38 feet. All their appointments are of the highest class, no expense having been spared to render them seaworthy, commodious, and comfortable; in fact, they are equal in every respect to the finest ocean-going steamers.

By this route the entire journey is through Canadian territory, and beyond the examination of passengers' baggage on arrival at any Canadian seaport, no further Customs examination is required.

Through Tickets.

The opening of this new route gives the Company a line of its own from Montreal to the summit of the Rocky Mountains, and enables them to quote through fares *at much lower rates* than have hitherto been in force. Particulars of these can be obtained at the offices of any of the transatlantic steamship lines in Great Britain or on the Continent of Europe, or on application to

ALEXANDER BEGG,

General Emigration Agent, 88 Cannon Street, London, England.

DIRECTORS:

GEORGE STEPHEN, PRESIDENT, MONTREAL.

DUNCAN MCINTYRE, 1st VICE-PRESIDENT, MONTREAL.

RICHARD B. ANGUS, 2d VICE-PRESIDENT, MONTREAL.

Hon. DONALD A. SMITH, Montr'.

JOHN S. KENNEDY, New York.

H. STAFFORD NORTHCOTE,
London.

PASCOE DU P. GRENFELL, London.

CHARLES D. ROSE, London.

BARON J. de REINACH, Paris.

R. V. MARTINSEN, Amsterdam
and New York.

W. L. SCOTT, Erie, Pa., U.S.A.

WM. C. VAN HORNE,

General Manager, Montreal.

J. M. EGAN, Gen'l Sup't,

(Western Division), Winnipeg.

HENRY BEATTY, Manager Steamboat Lines, Toronto.

CHARLES DRINKWATER,

Secretary, Montreal.

ARCHER BAKER, Gen'l Sup't,

(Eastern Division), Montreal.

Agents of the Company in New York:

J. KENNEDY TOD & CO., 63 William Street.

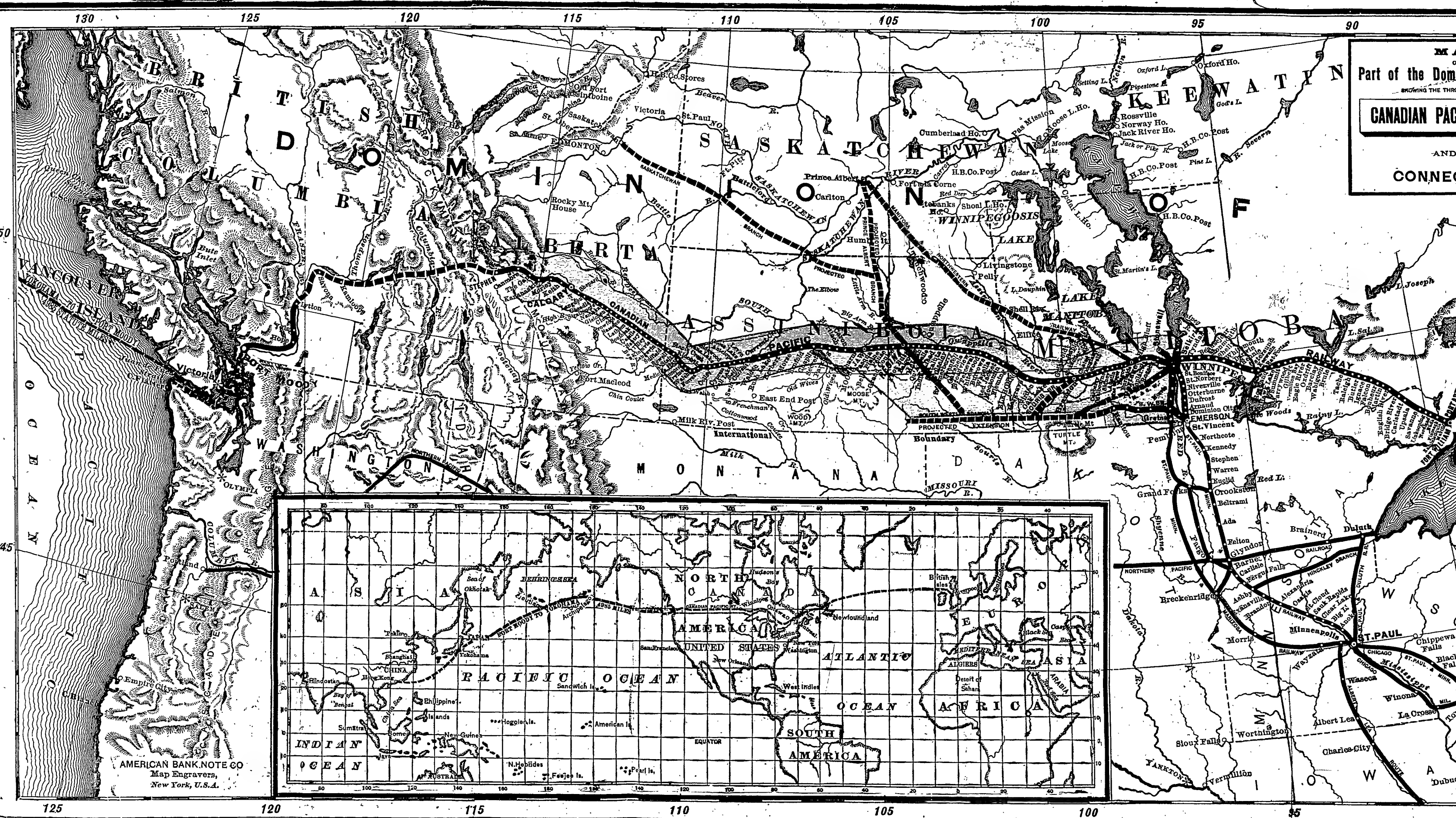
Agents of the Company in London, England:

MORTON, ROSE & CO., Bartholomew Lane, E. C.

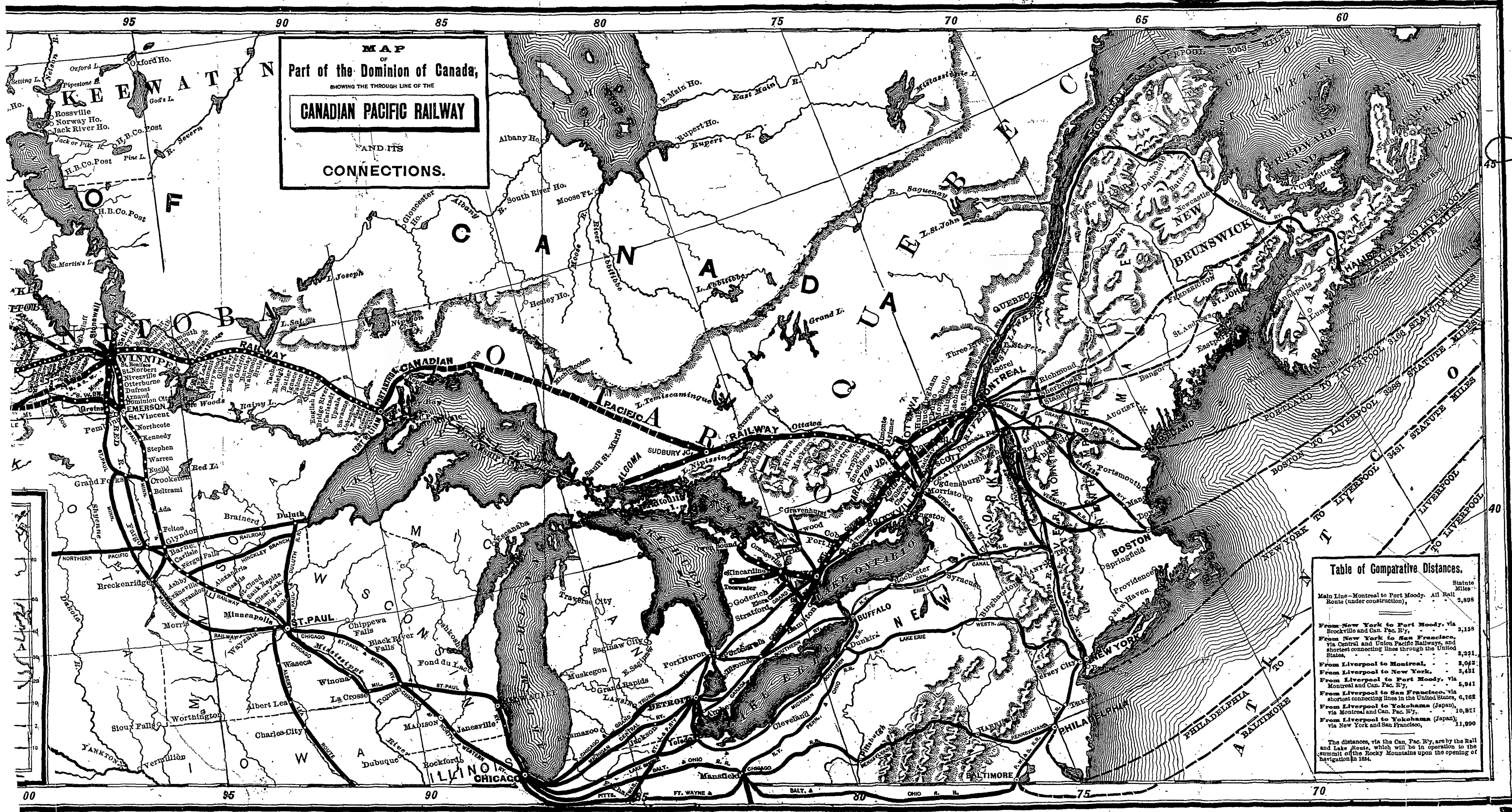
For particulars as to freight, rates and all information relating to the transportation of goods to the Northwest, via Canadian Pacific Railway, apply to any of the steamship offices in Great Britain or on the Continent, or to

J. H. REDMAN, European Traffic Agent, 49 Lime Street, London, E. C.

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MAP
OF
Part of the Dominion of Canada,
SHOWING THE THROUGH LINE OF THE
CANADIAN PACIFIC RAILWAY
AND ITS
CONNECTIONS.

Table of Comparative Distances.

	Statute Miles
Main Line—Montreal to Port Moody. All Rail	2,998
Route (under construction),	
From New York to Port Moody, via Brookville and Can. Pac. Ry.	3,158
From New York to San Francisco, via Central and Union Pacific Railways, and shortest connecting lines through the United States.	3,331
From Liverpool to Montreal.	2,042
From Liverpool to New York.	2,421
From Liverpool to Port Moody, via Montreal and Can. Pac. Ry.	5,941
From Liverpool to San Francisco, via shortest connecting lines in the United States, 6,762	
From Liverpool to Yokohama (Japan), via Montreal and Can. Pac. Ry.	10,977
From Liverpool to Yokohama (Japan), via New York and San Francisco.	11,990

The distances, via the Can. Pac. Ry. are by the Rail and Lake Route, which will be in operation to the summit of the Rocky Mountains upon the opening of navigation in 1884.

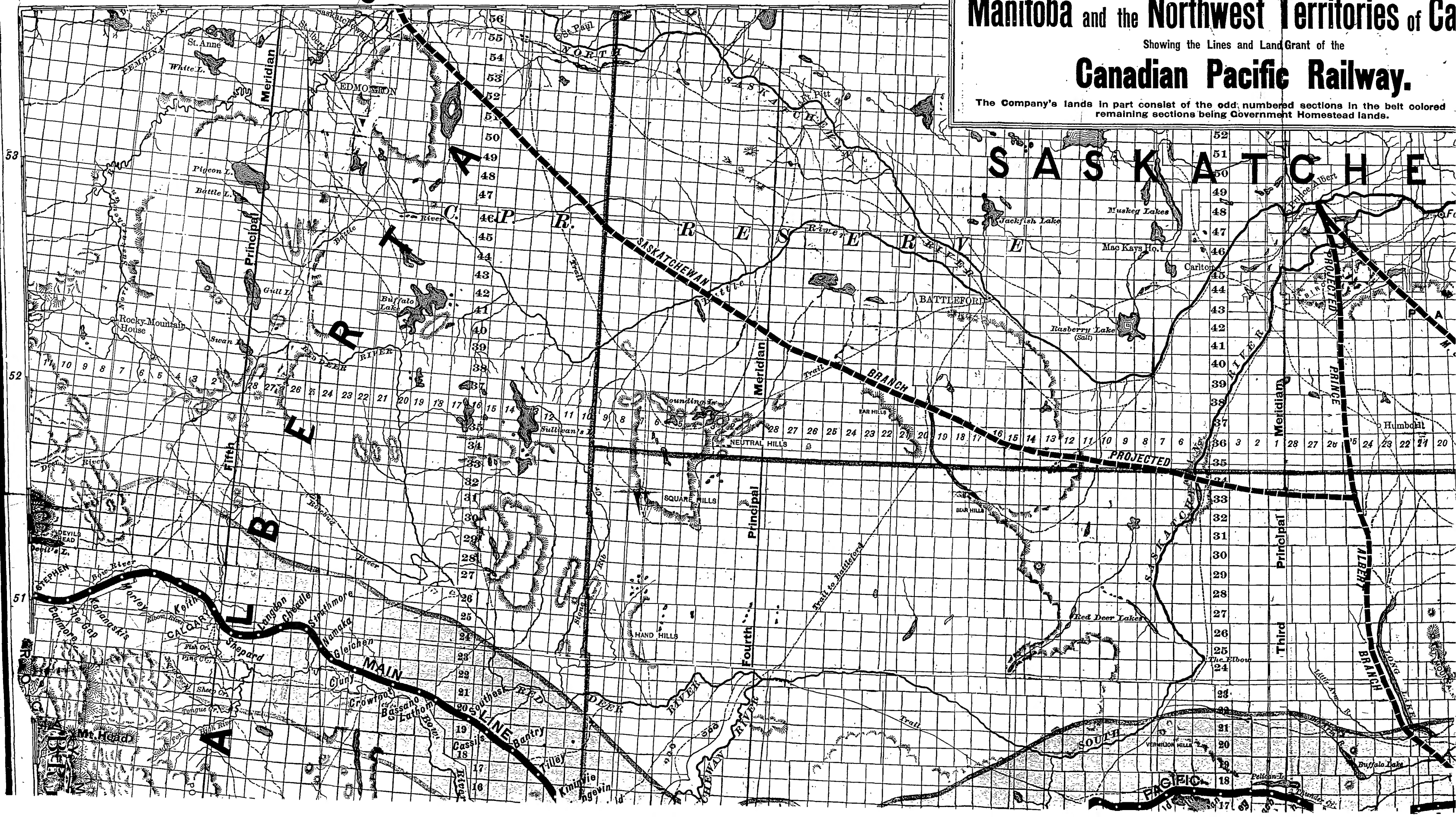
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Manitoba and the Northwest Territories of Canada

Showing the Lines and Land Grant of the

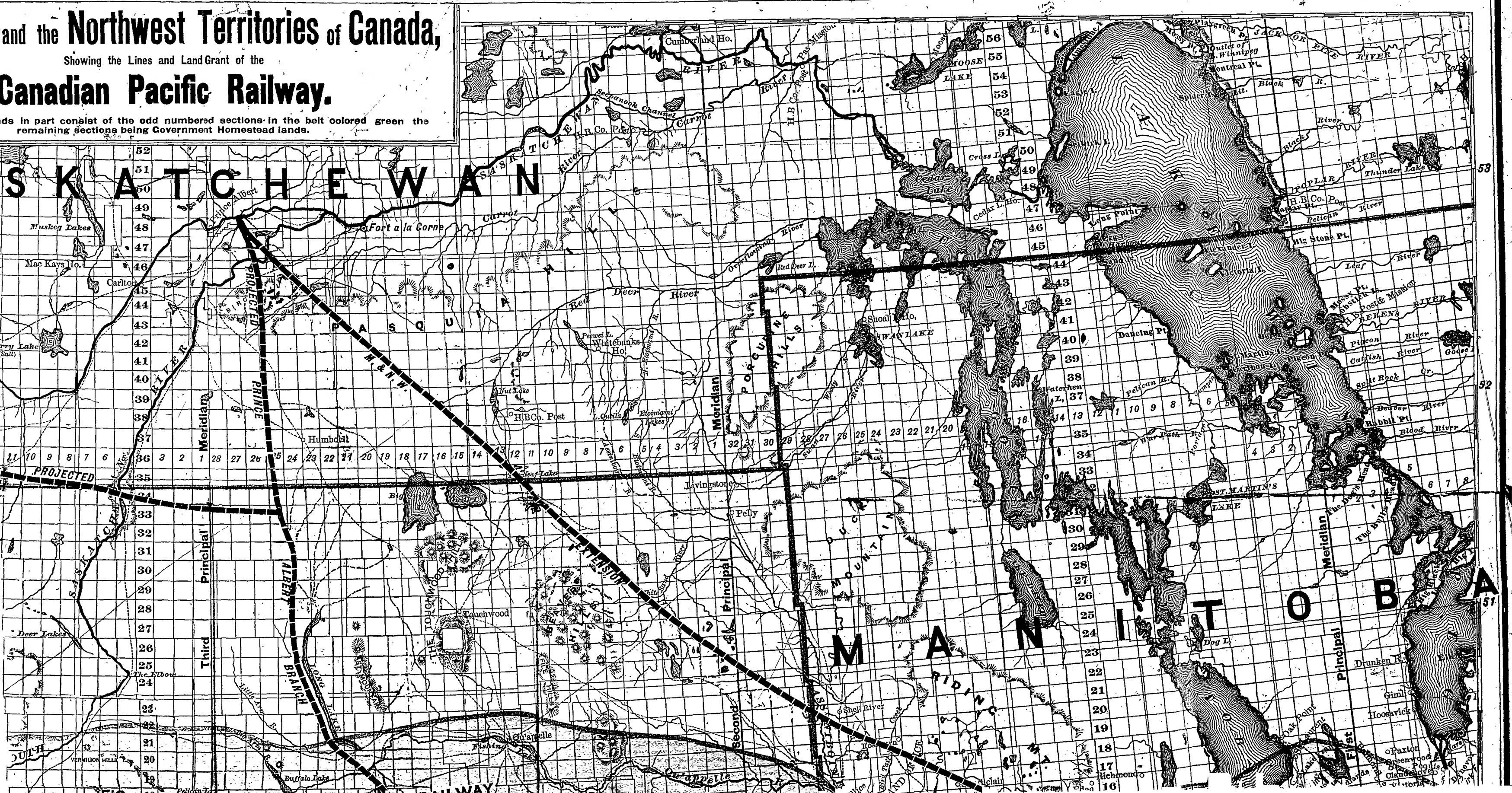
Canadian Pacific Railway.

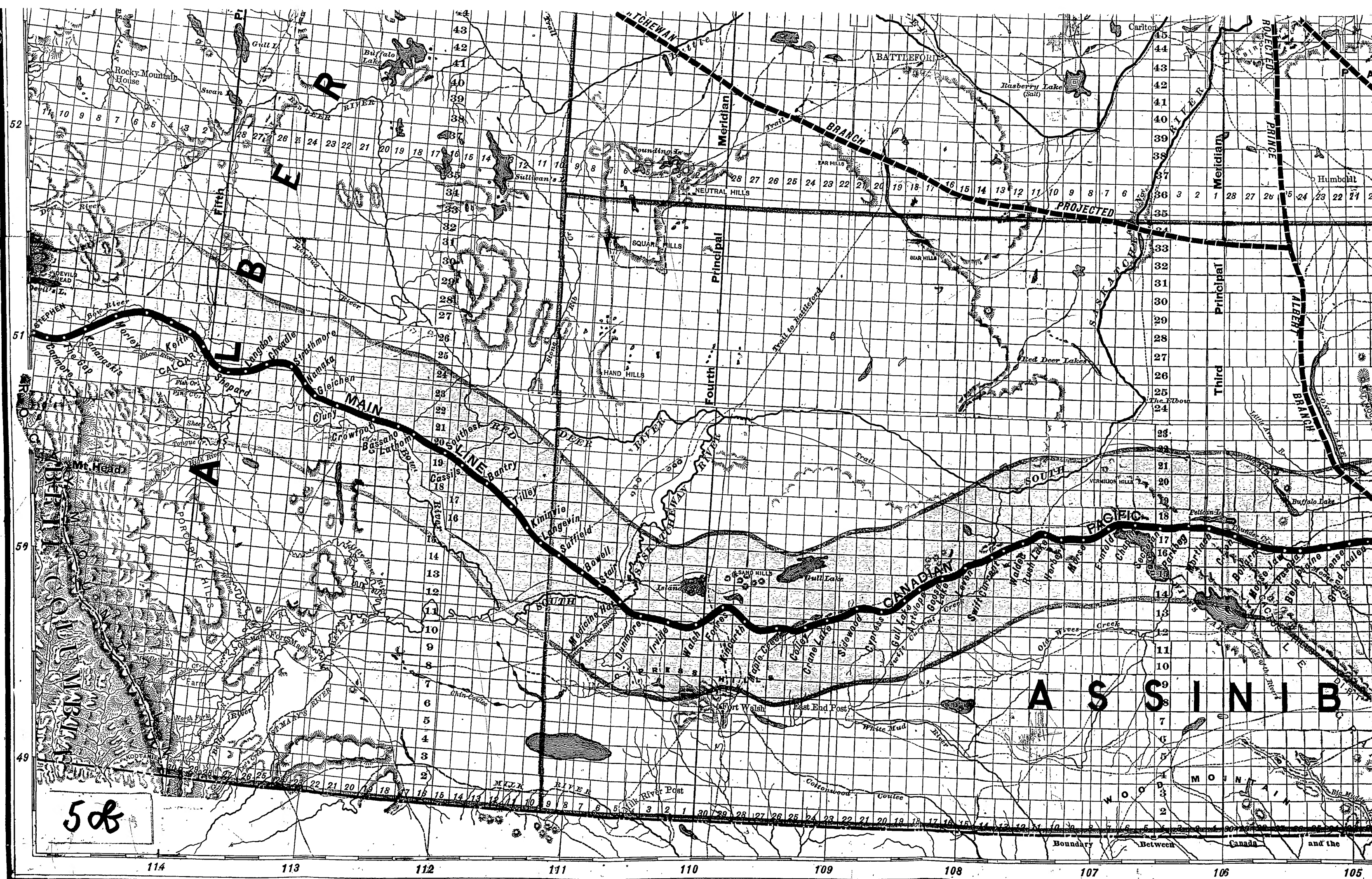
The Company's lands in part consist of the odd numbered sections in the belt colored
remaining sections being Government Homestead lands.

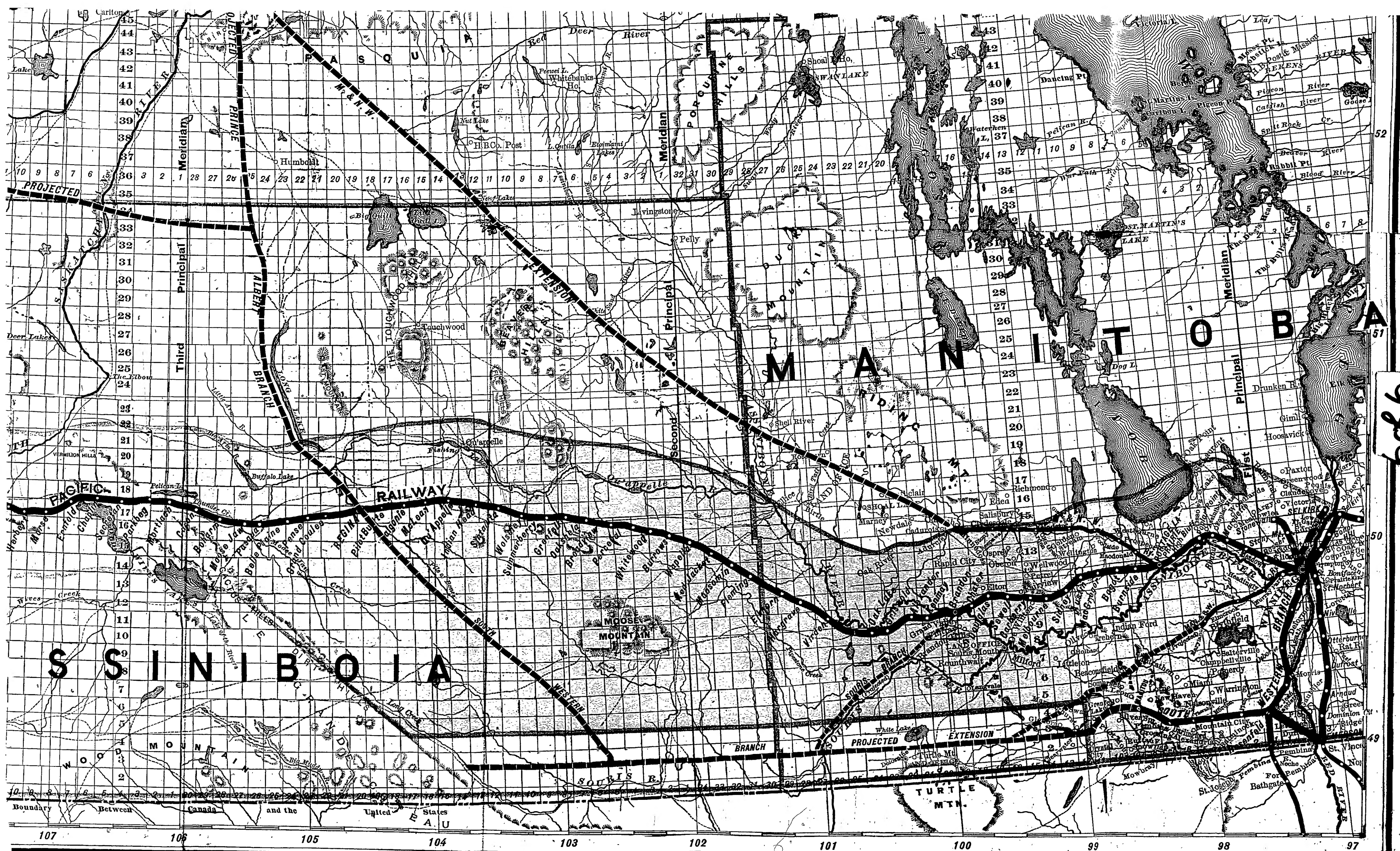


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SKATCHEWAN







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